AMENDMENTS TO THE SPECIFICATION:

Please replace the Abstract of the Disclosure with the following rewritten Abstract which appears on a separate sheet in the Appendix.

Please replace the paragraph beginning at page 10, line 7, with the following rewritten paragraph:

-- Fig. 1 is an exemplifying, schematic view of an engine onto which the inventive method is implemented[[.]]; and

Fig. 2 shows various operations controlled by the control unit. --

Please replace the paragraph beginning at page 10, line 12, with the following rewritten paragraph:

-- Fig. 1 is an exemplifying, schematic view of a cylinder 1 with a piston 2. The piston 2 is moving during an intake stroke of a 4-stroke cycle, and air is flowing, possibly together with fuel, through an open inlet valve 3. An outlet valve 4 is closed. AVCR-piston 5 is used for varying the volume of the compression chamber 6, said volume being the volume between the piston 2 and the ceiling of the cylinder 1 at the upper dead point of the piston 2. A pneumatic circuit 7 is used for the activation of actuators for operating the valves 3 and 4

and the 20VCR-piston 5. A control unit 8 is operatively connected with the circuit 7 for the purpose of controlling, by means of signals, the circuit and the valves 3 and 4 connected with the circuit 7, as well as the VCR-piston 5. A member 9, for example a gas pedal, is operatively connected with the control unit 8 for the purpose of providing a torque order. A sensor 10, arranged at a graded disc 12 mounted on the crankshaft 11, is operatively connected with the control unit 8, and provide the latter with information about the number of revolutions per minute and the crankshaft position and/or the position of the piston 2 in the cylinder 1. Based on the requested torque and other information sent to the control unit 8, the control unit 8 selects a frequency with which power strokes are performed. The control unit 8 also decides when the operable valves 3 and 4 shall open or close, and in which position the VCR-piston 5 should be when the piston 2 is in its upper dead position. The operable valves 3 and 4 are, for example, electromagnetically, hydraulically or pneumatically activateble. The VCR-piston 5 is, for example, mechanically, hydraulically or pneumatically moveable. The VCR-piston 5 may be connected to the crankshaft 11, not shown in this figure, and it might be arranged to perform a variable reciprocating movement of the VCR-piston in coordination with the movement of the piston 2, in order to accomplish and optimum compression. In an automatical control system the VCR-piston 5

may also continuously seek a position in which it accomplishes an optimum compression.--